





To-day's  
Advertisements.

Owing to our Special Steamer being delayed and on account of the crowded Houses the past two nights

**WILLSON'S CIRCUS.**  
will remain in Hongkong till this week.

**RAZZLE DAZZLE**  
PICKED-PROGRAMMES.  
—EVERY EVENING—

**FRIDAY NIGHT**  
Under Disobliged Patronage Benefit  
tendered to  
**HARRY DIXON,**  
Australia's Champion Jockey Act Rider.  
**SPECIAL PROGRAMME.**  
**GRAND**  
**LOCAL HORSE LEAPING CONTEST**  
FOR A  
**HANDSOME SILVER CUP.**  
G. FALCONER & CO'S  
Entries should be sent in at once.

**SATURDAY AFTERNOON, 4 P.M.**  
**FREE** CHILDREN **FREE**  
Special FREE TICKETS issued Daily.

**SATURDAY NIGHT**  
GOOD-NIGHT TO HONGKONG.  
Hongkong, 3rd March, 1897. [393]

**HONGKONG, CANTON AND MACAO**  
**STEAMBOAT COMPANY, LIMITED.**  
PROCESSION OF THE CROSS.  
SPECIAL CHEAP EXCURSION TO  
MACAO.

**WEATHER** permitting, the Steamer  
"HONAM" will leave for MACAO  
next SUNDAY, the 7th March, at 9 A.M., and  
on the return trip will leave MACAO at 10 P.M.  
The GRAND PROCESSION OF THE CROSS is  
announced to take place in the afternoon.  
Special Excursion Fare \$3 return.  
No Single or Second-class Fares.  
Chinese Servants 50 Cents each way.  
TICKETS may be purchased at the Com-  
pany's Office or on board the Steamer before  
she leaves.

**T. ARNOLD,**  
Secretary.  
Hongkong, 3rd March, 1897. [394]

**FROM SEATTLE, WASHINGTON,**  
via YOKOHAMA, KOBE AND NAGASAKI.  
THE Company's Steamship

**"TENSIN MARU,"**  
having arrived from above Ports, Consignees  
of Cargo are requested to take IMMEDIATE  
DELIVERY of their Goods or ship or from  
alongside. Any Cargo Impeding the discharge  
of the vessel will be landed and stored at Con-  
signees' risk and expense.  
Bills of Lading will be counter signed by the  
NIPPON YUSEN KAISHA.  
Hongkong, 3rd March, 1897. [398]

**CHINA NAVIGATION COMPANY,**  
LIMITED.  
FOR SWATOW AND CHINKIANG.  
THE Company's Steamship

**"TAMU,"**  
Captain Vaughan, will be despatched as above  
on FRIDAY, the 5th instant, at 3 P.M.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 3rd March, 1897. [175]

**CHINA NAVIGATION COMPANY,**  
LIMITED.  
FOR SWATOW AND SHANGHAI.  
THE Company's Steamship

**"WUHU,"**  
Captain Benson, will be despatched as above  
on FRIDAY, the 5th instant, at 3 P.M.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 3rd March, 1897. [376]

**FOR SHANGHAI.**  
THE Steamship

**"SWATOW,"**  
Captain P. Jespersen, will be despatched for  
the above Port on FRIDAY, the 5th instant,  
at 4 P.M.  
For Freight, apply to  
**SIEMSEN & Co.,**  
Hongkong, 3rd March, 1897. [396]

**THE CHINA AND MANILA STEAMSHIP**  
COMPANY, LIMITED.  
FOR MANILA, VIA AMOY.  
THE Company's Steamship

**"ESMERALDA,"**  
Captain G. A. Taylor, will be despatched for the  
above Port on SATURDAY, the 6th instant,  
at Noon, instead of as previously advertised.  
This Steamer has Superior Accommodation  
for Passengers, and is fitted with the Electric  
Light.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & Co.,**  
General Managers,  
Hongkong, 3rd March, 1897. [395]

**FOR KOBE (DIRECT).**  
THE Steamship

**"KIOTO MARU,"**  
will be despatched for the above Port on or  
about the 12th instant.  
For Freight or Passage, apply to  
**DODWELL, CARILL & Co.,**  
Agents.  
Hongkong, 3rd March, 1897. [399]

**FOR YOKOHAMA (DIRECT).**  
THE Steamship

**"TAIWAN MARU,"**  
will be despatched for the above Port on or  
about the 12th instant.  
For Freight or Passage, apply to  
**DODWELL, CARILL & Co.,**  
Agents.  
Hongkong, 3rd March, 1897. [400]

To-day's  
Advertisements.

**DOUGLAS STEAMSHIP COMPANY,**  
LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

**"HAILOONG,"**  
Captain Davis, will be despatched for the above  
Ports TO-MORROW, the 4th instant, at  
Daylight.  
For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 3rd March, 1897. [389]

**DOUGLAS STEAMSHIP COMPANY,**  
LIMITED.  
FOR AMOY AND TAMSUI.  
THE Company's Steamship

**"HAIMUN,"**  
Captain Bathurst, will be despatched for the  
above Ports on SATURDAY, the 6th instant,  
at Noon.  
For Freight or Passage, apply to  
**DOUGLAS LARPAIK & Co.,**  
General Managers.  
Hongkong, 3rd March, 1897. [397]

**Intimations.**  
**DAKIN, CRICKSHANK &**  
**COMPANY,**  
**VICTORIA DISPENSARY,**  
HONGKONG.

**AERATED-WATERS.**  
**SIMPLE AERATED WATER.**  
**SODA WATER.**  
**LEMONADE.**  
**GINGER ALE.**  
**SARSAPARILLA.**  
**RASPBERRYVADE, &c.**

**DAKIN, CRICKSHANK & Co.'s-WATERS** are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSSES and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 30th January, 1897. [427]

**NOTICES TO CORRESPONDENTS.**  
It is requested that all communications relating to Subscriptions,  
Advertisements, &c., be addressed to the "Manager, Hongkong  
Telegraph" and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and  
not to individual members of the staff.  
Communications intended for publication must be accompanied  
by the name and address of the writer, not necessarily for  
publication, but as evidence of good faith.  
When the columns of the Hongkong Telegraph will always  
be open for the fair discussion of all questions  
affecting public interests, it must be distinctly understood that  
the Editor does not in any way hold himself responsible for  
opinions thus expressed.

**TO ADVERTISERS.**  
Advertisers are requested to forward all notices intended for  
insertion in that day's issue not later than Three o'clock so as  
not to retard the early publication of the paper.  
Advertisements and Subscriptions which are not ordered for a  
fixed period will be continued until countermanded.  
The Hongkong Telegraph has the largest circulation of any  
English newspaper published in the Far East, and is therefore the  
best medium for Advertising. Terms can be learnt on application.  
The Hongkong Telegraph's number at the Telephone Central  
Exchange is No. 1. Telegraphic address: "Telegraph,"  
Hongkong.

**A. S. WATSON & CO.,**  
LIMITED.  
ESTABLISHED A.D. 1841.

**WINE AND**  
**SPIRITS.**

ALL these are selected by our London House,  
bought direct at first hand, imported in wood  
and bottled by ourselves, thus saving all inter-  
mediate profits, and enabling us to supply the  
best goods at MODERATE PRICES.

**PRICE LISTS,** with Full Details, to be had on  
Application.

**PORT** after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the DISPENSARY, before being sent out.

**SHERRY.**—Excellent Dinner and After Dinner  
Wines of very superior Vintages. All are  
true Xeres Wines.

**CLARET.**—Our Clarets, including the lowest  
Priced, are guaranteed to be the genuine  
product of the juice of the grape and are not  
artificially made from raisins and currants,  
as is generally the case with Cheap Wines.

**BRANDY.**—All our Brandy is guaranteed to be  
pure COGNAC, the difference in price being  
merely a question of age and vintage.

**WHISKEY.**—All our Whiskey is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKEY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our WINE AND SPIRITS  
to be genuine when bought direct from us in the  
Colony or from our authorized Agents at the  
Coast Ports.

**A. S. WATSON & CO., LD.**  
**THE HONGKONG DISPENSARY.**  
Hongkong, 15th September, 1896.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 3, 1897.

## STORM WARNINGS.

Are the storm warnings as set forth in  
the *Gazette* of 27th February, and pub-  
lished in another part of this issue, to  
supercede those issued by the Observatory  
in May, 1897? Nothing appears in the  
notification to this effect, and we are con-  
sequently in the dark as to whether the  
old warnings are to be done away with or  
are to be used in conjunction with the  
new. If the former supposition be cor-  
rect, then we shall have no preliminary  
notice of typhoons by means of signals  
and shall have to depend on the  
information published in the *China Coast*  
*Meteorological Register* for our knowledge  
of the probable situation of approaching  
typhoons. If, on the other hand, the  
new signals are to be used in conjunction  
with the old, considerable confusion must  
inevitably result. The first thing that  
strikes us in the new signals is the indefinite  
terms used in describing them. For  
instance, does "from the Northward and  
Eastward" mean simply the eight points  
from N. to E., or is it intended to include  
the sixteen points of the semicircle from  
N.W. to S.E.? If the signal only takes  
in eight points we shall have no signal  
for sixteen points of the compass, namely,  
E. to S. and W. to N., while, if each  
signal indicates wind from any point  
between N.W. or S.E. to N.W. respec-  
tively, then they are more indefinite than  
those of the old system, when the drum  
and ball were used in addition to the  
cones. The hoisting of the drum with the  
cone, when a strong gale is expected, is a  
decided improvement on the old order of  
things, as the public will be able to see  
at a glance if the gun has been fired  
which formerly they were unable to do  
without referring to one of the notice  
boards. The new signals are identical  
with those used throughout the United  
Kingdom, but we doubt if they will be  
found to be as suitable to the conditions  
under which they must be used in  
Hongkong as the old ones with which  
everyone in the Colony is acquainted.  
Then, too, except for the notice boards  
we shall be left absolutely in the dark as  
to the probable distance of a typhoon  
from the colony, as no mention whatever  
is made of different coloured signals being  
hoisted if the centre of the depression is  
believed to be within 300 or 600 miles of  
the Colony, as the case may be. So far as  
we can estimate, the new storm warnings  
may be summed up as follows:—(a.) They  
are more simple than the old signals, but  
less definite. (b.) They are only intended  
to apply to the Colony and unless a gale  
or typhoon is expected here will not be  
hoisted. (c.) They are not intended to  
show if the typhoon is near or at a  
considerable distance from the Colony and  
such information will only be supplied by  
the notice boards. The shipping interest  
will certainly benefit to some extent,  
for the cargo-boats will not, as formerly,  
be frightened away by the hoisting of  
signals when a gale is only passing  
and not making direct for Hongkong.  
The information published in the *China*  
*Coast Meteorological Register* and the  
notices will, presumably, be the same as  
formerly, and that is what is chiefly  
needed. We understand that the real  
cause of the alteration of the storm  
warnings lies in the complaint made on  
account of the cargo-boats and lighters  
being frightened away to places of shelter  
by the hoisting of the old black signals,  
which, without the firing of the typhoon  
gun, did not mean that we might expect a  
strong gale to strike the Colony. With  
the advent of the new signals the com-  
plaints have certainly gained their point,  
but whether they will be satisfied with the  
new order of things time alone can show.  
If the new signals are to supersede the  
old ones, then the *China Coast Meteorological*  
*Register* should be widely circulated, and  
we would suggest its being promptly  
and regularly supplied to the newspapers.

**TELEGRAMS.**  
high as the rate is it probably represents but  
half the truth owing to defective returns and to  
natives concealing cases.

**BOMBAY, February 21st.**  
The Government returns of the fatal plague  
cases show in Bombay 4,550 in the Presidency  
1,004 in Karachi, 1,931 in Sind 571. To-day's  
returns show in Bombay new cases 125, deaths  
134, deaths from all causes 249.

**CALCUTTA, February 21st.**  
Referring to the Government of Bengal's  
notification regarding the plague published in to-  
day's *Gazette* and wired you yesterday, the  
*Daily News* says the Medical Board has been  
made king of the situation and the Municipality  
has been superseded. The press generally speak  
favourably of the notification and rejoice that  
the matter has been taken out of Municipal  
hands.

**BOMBAY, February 21st.**  
To-day's plague returns show 115 new cases  
and 235 deaths, with 255 deaths from all causes.  
The week's mortality was 1,911, the highest yet  
recorded and the equivalent to a death rate of  
11.65 per mille per annum. The number of  
deaths attributed to plague during the past week  
was 745, but 1,361 is more probably correct.

**JUSTICE JARDINE RESIGNS.**  
BOMBAY, February 21st.  
Mr. Justice Jardine has resigned the service. It  
is understood he protested against the appoint-  
ment of Mr. Ollivant to the Governor's Council.

**CURRENCY QUESTION.**  
BOMBAY, February 22nd.  
At a dinner given last night by Prince  
Kooner, the President of the House of Peers,  
Mr. Soyed, a Secretary in the Finance Depart-  
ment, delivered a speech upon the proposed  
change in the currency. Mr. Shibuya, the  
Chairman of the Tokyo Chamber of Commerce,  
put questions in opposition, Count Matsuyama  
replied in favour of the scheme, and was sup-  
ported by Viscount Tain and Mr. Kawashima,  
M.P., an ardent gold advocate.

**PUNJOMS.**  
The Secretary of the Punjom Mining Com-  
pany, Limited, informs us that he has received  
the following telegram giving the result of the  
February clean-up:—

"The mill ran 27 days crushing 1,000 tons of  
ore yielding 160 ozs. of smelted gold, 400 tons  
of headings crushed yielded 40 ozs. of smelted  
gold. Thirty-five tons of concentrates calcined  
yielded 37 ozs. of gold."

**LOCAL AND GENERAL.**  
The death is announced of Sir Thomas Spencer  
Weill, the eminent surgeon.

The Victoria English School Athletic Sports  
will be held at the Happy Valley on Saturday,  
the 6th inst.

The French Municipal election at Canton took  
place on the 28th ult., M. Delétre being elected  
to the Council.

It is rumoured in the Holy City that Major  
Alpoin will probably be appointed to succeed  
Senator Horis e Costa as Governor of Macao.

The population of Formosa is, according to the  
statistics compiled by the Japanese authorities  
2,464,915, chiefly Chinese or of Chinese descent.

The harvests having failed in Timor, rice is  
being shipped thither from Hongkong and is  
being sold in the unfortunate island at famine  
prices.

The Indian Famine Relief Fund in Yokohama  
already totals more than \$5,000. The *Strait*  
*Times* Fund totalled over \$32,000 on the 24th  
ultimo.

According to previous arrangements, Mr.  
Tommy Hudson and his Surprise Party may  
be expected here from Calcutta on or about the  
20th inst.

We understand that the Brough Comedy Com-  
pany, which is coming eastward from Australia  
next month, will open for a short season of six  
weeks in Hongkong.

JONES:—"Bicycling is ruining business."  
SMITH:—"I don't find that. What's your busi-  
ness?"

JONES:—"I'm an undertaker."

It is reported that the King of Korea has  
formally consented to the extradition and  
further mutilation of the bodies of the two  
Cabinet Ministers who were so cruelly done to  
death in the streets of Seoul last February.  
Splendid! Long live the King of All Korea!

A "FAMILY TAILOR" named Flo Sling and a  
"boy" named Ah Lun, in the employ of the  
Hon. Wei Yek, were charged at the Magistrate's  
to-day with stealing rolls of silk and silk clothing  
valued at \$80, the property of their employer.  
Inspector Quincey, who had the case in hand,  
traced some of the stolen property to pawnshops  
and recovered about \$40 worth. The prisoners  
were remanded till to-morrow.

The *Yip* states that the Yuen Kalaba steamer  
*Hiroshima Maru*, which arrived at Bombay on  
Jan. 8th, is the first Japanese steamer that has  
made a voyage to a foreign port with no  
foreigners on board. The crew consisted of Mr.  
Shimada, Gonaburo, master, and 76 Japanese.  
The only difficulty heretofore found in making a  
voyage with Japanese alone has been the objec-  
tions raised by the foreign insurance companies.

The action Loo Len v. Tam Chun and others,  
in which the plaintiff claimed \$367 for work  
done by him for the defendants (who are also  
known as the Kwong Hop Wo), was resumed in  
the Supreme Court to-day before His Lordship  
the Chief Justice. Mr. E. Robinson, instructed  
by Mr. H. L. Deunys, appeared for the plaintiff  
and Mr. J. J. Francis, Q.C., instructed by Mr.  
C. D. Wilkinson, appeared for the defence. The  
evidence of Tang Fan and another witness  
occupied the whole day and at 4.30 p.m. the  
case was adjourned till 10.30 a.m. on Monday  
the 8th inst.

A cheque for \$2,500 was handed to Miss Mary  
Jacob at Yokohama on the 19th ult., represent-  
ing the amount raised by subscription for her.  
In acknowledging the cheque Miss Jacob wrote  
to the Secretary of the fund (Mr. F. B. James),  
saying:—"Nothing I can write will express the  
depth of gratitude I feel towards those who have  
acted so nobly in coming forward spontaneously  
to aid me in this time of necessity; and I accept,  
with thankfulness, this substantial proof of their  
sympathy and generosity. The remembrance  
of the bitter experience through which I have  
passed will lose much of its poignancy when I  
think of the kindly feeling evinced towards me  
by so many in Yokohama."

**TELEGRAMS.**  
**REUTERS'S MESSAGE.**  
**GREECE AND THE POWERS.**  
LONDON, March 1st.  
It is understood that a collective Note, giving  
Greece four days to evacuate Crete, will be pre-  
sented to-morrow. In the meantime hostilities  
have been resumed in the island.

**THE PLAGUE IN INDIA.**  
The epidemic of bubonic plague is decreasing  
in India.

**RUSSIA AND KOREA.**  
Mr. Curzon in reply to a question said that  
the British Consul-General reports that Russian  
officers were drilling Korean troops, but that  
this was hardly inconsistent with the Russian  
pledge.

(From *Rangoon Times*).  
**THE PLAGUE IN INDIA.**  
CALCUTTA, 5th February.  
The Epidemic Diseases Bill passed yesterday  
is welcomed by the entire Press here.

Another letter has been sent to the Corporation  
by the Government of Bengal in which the  
remark occurs that there have been far too  
many meetings and too much reporting. There  
is a general feeling here that the Lieutenant-  
Governor will insist on the reconstruction of the  
Committee. The Health Officer has applied for  
twelve Medical Inspectors for service in Calcutta  
to visit crowded localities and watch carefully any  
sickness which occurs.

**BOMBAY, February 5th.**  
The plague at Kurrachee is causing the  
greatest alarm. The total is 1,035 cases and  
960 deaths; fifty thousand people have left the  
place; more are leaving daily; business is at a  
standstill; a cordon of police and Beluchis is  
placed round the native city.

The *Times* of India states the true plague  
mortality in Bombay last week was about 1,200,  
at the rate of 160 a day, bringing the total  
mortality up to date to 12,157, and adds that

## TELEGRAMS.

A LARGE number of invitations have been  
issued for the banquet to be given in the City  
Hall on Friday next in honour of His Excellency  
Wu Ting Fang, Chinese Minister to the United  
States, Spain, and Peru.

The six prisoners charged with being concerned  
in the Queen's Road gang robbery were brought  
up at the Magistrate's to-day, and after further  
evidence had been heard they were committed  
for trial on the 18th inst.

INSTEAD of confining himself to his own decent  
avocation of carting, Wong Sling must  
needs go in for a "deal" in illicit opium and the  
31 seals found on his premises to-day cost him  
\$50 or a month's imprisonment with hard  
labour.

The Strambost Company have arranged an  
excursion to Macao for next Sunday, the 7th  
instant. The speedy *Honam* has been selected  
for the trip and will leave Hongkong at 9 a.m.  
and return about midnight. The fare is \$2;  
servants 50 cents each way.

The Band of the West York Regiment will  
play the following programme at the Officers'  
Mess, Murray Barracks, this evening, com-  
mencing at 8 o'clock:—

1.—"Rustle of Leaves." 2.—"Santitas." 3.—"Reich-  
slied." 4.—"The First Kiss." 5.—"The Little  
Boat." 6.—"The First Kiss." 7.—"The Little  
Boat." 8.—"The First Kiss." 9.—"The Little  
Boat." 10.—"The First Kiss." 11.—"The Little  
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## THE POSTAL SUBSIDY.

The following correspondence has been forwarded to us for publication by the Secretary of the Chamber of Commerce.

**THE GOVERNMENT'S ANNOUNCEMENT.**  
Sir,—I am directed to forward for the consideration of the Chamber of Commerce the enclosed copy of a letter from the Lords Commissioners of Her Majesty's Treasury to the Colonial Office on the subject of the future apportionment of the cost of the Eastern mail service, together with a report on the same by the Acting Postmaster-General, from which you will observe that that officer, so far as the information at his disposal enables him to judge, estimates this colony's share of the expenditure, if the proposed basis be adopted, at £17,367 as compared with £6,000, the amount at present contributed.

I am to request that the Chamber of Commerce will be so good as to favour this Government with its views on this matter as soon as possible, as the Secretary of State for the Colonies has asked for an early report from His Excellency the Governor.

I have, &c.,  
J. H. STEWART LOCKHART,  
Colonial Secretary,  
The Secretary, Chamber of Commerce.

Treasury Chambers,  
31st October, 1896.

Sir,—With reference to the letter from this Board of the 9th September last, I am directed by the Lords Commissioners of Her Majesty's Treasury to request you to inform the Secretary of State that before accepting the tender of the Peninsular and Oriental Co. for the Eastern mail service, it will be their Lordships' opinion, be desirable to settle the apportionment of the cost of the subsidy between the different colonial Governments.

I am to transmit two statements showing (1) the general principles which have hitherto been adopted for the apportionment, and (2) statistics of the correspondence exchanged in the year ended 31st March, 1896.

My Lords trust that these documents may be accepted as the basis of the future arrangement. The exact amount of the several contributions cannot be decided until the tender has been definitely accepted, and the assumed cost of the Australian portion of the service has been fixed; but if an agreement is arrived at on the principles to be adopted, the figures can be subsequently supplied without difficulty.

The Secretary of State is no doubt aware that the total contribution received from the three colonies of Ceylon, the Straits Settlements, and Hongkong has hitherto been less than one-half of the amount with which they can probably be debited on account of the service, the difference having been borne by the Imperial Exchequer.

But my Lords have no doubt that the Secretary of State will agree with them that this figure has now arrived when the Colonies may fairly be expected to pay their full share of the cost of the service.

I am, etc.,  
FRANCIS MOWATT,  
The Under Secretary of State, Colonial Office.

MR. THOMSON'S REPORT.—PRINCIPLES OF DIVISION OF COST.

A.—Ascertain the number of miles traversed annually upon each section of the service.

B.—Ascertain the cost of each section by dividing the subsidy in proportion to the annual mileage of each section.

C.—Charge one-half the cost of each section to the United Kingdom, and divide the other half between India, Ceylon, Straits Settlements, Hongkong, and United Kingdom respectively, according to the number of letters which it exchanges with other places (such as Egypt, Dutch East Indies, Japan, Zanzibar, East Coast of Africa, etc.).

D.—Divide incidental expenses in the same proportion as to the cost of the service.

E.—Divide amounts received for sea postage on foreign closed mails between the contributing parties in the proportion which each bears of the service.

[Here follows a table giving the annual mileage of the various sections of the service and the number of letters chargeable to each.]

Hon. Colonial Secretary.—As far as is understood here, the present basis on which our share of the subsidy to the P. & O. S. N. Co. is calculated is the following:

I.—The distance from Brindisi to Shanghai is divided into sections, and the subsidy is divided among the sections in proportion to the annual mileage of each. One-half of the cost of the sections is assessed to the United Kingdom; the other half is assessed to India and the Colonies making use of the sections in proportion to the annual number of letters conveyed on behalf of each.

II.—The sea postage collected by the Colonies is added to that collected by the United Kingdom and is then divided into two categories.

(a) Sea postage derived from mails exchanged by the Colonies with the United Kingdom, of which half is allotted to the United Kingdom and half to the Colonies concerned.

(b) Sea postage accrued on behalf of foreign countries, which is shared in the same proportion as the cost of the sections over which the mails may be carried.

The difference between I. and II. gives the amount of the payment to be made. When the present contract was entered into the following figures were arrived at:—

I. £13,771

II. 1,071

Of which we actually pay £6,000.

The proposed basis appears to differ from the present basis in the following respect:—

To I. is added a proportion of incidental expenses divided in the same way as the cost of service.

II.—There seems to be no mention made of any sea postage in mails coming under division (a).

The data supplied by the London office in the table attached to these papers are not sufficient to enable me to make a comparison of the amount that we should pay under the present and the proposed basis, using the figures given and taking the contract at its present figure, £360,000.

I.—With these figures I have worked out a table which shows on the present basis our share of the cost of service to be £20,736. On the proposed basis there has to be added to this a sum representing our share of incidental expenses, for the calculation of which I find no data.

II.—Assuming the number of letters shown in the last column of the London table to represent the mails falling under (a), I have worked out a table which shows that our share of the sea postage comes to £3,368 2s. But I find no data from which to calculate our share of the sea postage on mails falling under (b).

From the above amount £20,736, deducting £3,368 2s. leaves a balance of £17,367 10s., which is, more or less, the sum we should have to pay, instead of £6,000 as at present.

A. M. THOMSON,  
Acting Postmaster-General.

[Here follows a table showing the division of cost between the various sections of the mail service.]

## THE CHAMBER'S REPLY.

1st March, 1897.  
Sir,—I have the honour to acknowledge receipt of your letter of the 3rd ult. forwarding for the consideration of this Chamber copy of a despatch from the Lords Commissioners of Her Majesty's Treasury to the Colonial Office on the subject of the future apportionment of the cost of the Eastern mail service, together with a report on the same by the Acting Postmaster-General in which he estimates this colony's share of the expenditure on the proposed basis at £17,367, as compared with £6,000, the amount of the present contribution, and inviting this Chamber to give its views on the subject as soon as possible.

In reply, I am directed to state that a sub-committee has been appointed to look into the matter, which my Committee consider to be of great importance, and on which it is impossible for them to pronounce an opinion without further information than that at present before them. To afford opportunity to gather that information they are compelled to defer giving a definite reply, and respectfully ask His Excellency the Governor's indulgence for the unavoidable delay.

I have the honour to be, Sir,  
Your most obedient servant,  
R. CHATTERTON WILCOX,  
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

## THE INCREASE IN CABLE RATES.

The following is the despatch of the Foreign Office on the above subject, referred to briefly in our last issue:—

Foreign Office,  
14th December, 1896.

Sir,—The Marquis of Salisbury has had under consideration in communication with the Postmaster-General your letter of the 20th of September last, by which the Hongkong Chamber of Commerce protest against the Convention between the Eastern Extension and Great Northern Telegraph Companies and the Chinese Telegraph Administration which was ratified by Her Majesty's Government on the 30th of July last.

With regard to the assurance said to have been given in 1890 that no Convention between the Telegraph Companies and the Chinese Administration would be ratified without previous reference to the representatives of the commercial communities in China and Hongkong, it is presumed that reference is intended to the statement of Sir James Ferguson in the House of Commons on the 8th of May, 1890, when he was Under Secretary of State for Foreign Affairs, to the effect that "the consent of Her Majesty's Government would not be given to any such agreement without full consideration of all the interests involved, and consultation with the representatives of British commerce."

In considering the new Convention Her Majesty's Government could not but recognize that since 1890 the circumstances had entirely changed. In 1890 there was an expectation in mercantile circles that effective competition with the Cable Companies might arise through the opening of new lines, already in contemplation, across the land frontier of China. Special importance was attached to the projected route via Hainan, which offered the prospect of communication with Europe through Russia without touching the cable systems at any point. But it proved to be the settled policy of the Chinese and Russian Administrations not to use this route in competition with the Cable Companies at a lower tariff; and in 1893 the two Administrations entered into a Convention under which the through rate to Europe via the Chinese and Russian land lines was fixed at the same amount as that charged via Vladivostok and via Hongkong. The arrangement was in harmony with the International Telegraph Convention; and Her Majesty's Government, on being urged by (amongst others) the Hongkong Chamber of Commerce and the China Association to take action with a view to prevent the ratification of the Convention, felt bound to reply that there was nothing in its provisions which furnished a ground for protest.

When therefore the new Convention (between the Companies and the Chinese Administration) came before Her Majesty's Government, it was clear that the agreement to charge a uniform rate must be regarded as an existing fact governing the whole situation.

To the desire of the Companies to modify the amount to be collected in China as the equivalent of the exchange, this country, as a member of the International Telegraph Union, could offer no opposition. It is stipulated in the International Telegraph Convention that the charges in international telegrams must be the same in both directions, and one of the regulations of that Convention provides for the settlement of the international accounts on the basis of exchange of the franc in gold. It follows that the charges should be collected on the basis of the actual value of the franc to local currency. The several countries, including British India and the Straits Settlements, in which the charges have from time to time been revised on a gold basis in view of fluctuations in the currency; and this course, by a regulation adopted by the recent International Telegraph Conference of Baden-Feist, was made incumbent on every State adhering to the Union.

In the circumstances, what the mercantile community in Hongkong contemplates was the raising of the charge of two dollars (a charge admittedly far short of the proper basis of collection) to the full equivalent of the rate of eight francs fifty centimes—a rate which would have remained unchanged for an indefinite period.

Owing to the recent action of Her Majesty's Government, this state of affairs will be obliterated. The rate will, it is true, be uniform, and provision is made for the collection of the full equivalent in local currency; but the rate itself will be reduced from eight francs fifty centimes to seven francs from the 1st July, 1897. But not merely will the merchants be thus protected from an increase of the charge in local currency to an amount corresponding to the present rate in francs, but their correspondents in the United Kingdom will enjoy an actual reduction of the charge in sterling from seven shillings to five shillings and sixpence a word.

There will, moreover, as an outcome of the negotiations relating to the new Convention, be numerous reductions, many of considerable amount, in the local rates between places on the Eastern Extension Company's system. For example, the rates from Hongkong to Java, Singapore, and British India, which amounted on the 1st of January, 1896, to one dollar eighty cents, one dollar forty cents, and one dollar eighty cents, respectively, will be reduced from the 1st January, 1897, to one dollar twenty-five cents, ninety cents, and one dollar fifteen cents, respectively, while the corresponding rates from Shanghai will be reduced from one dollar seventy-five cents to one dollar twenty-five cents, from one dollar forty-five cents to one dollar fifteen cents, and from two dollars twenty-five cents to one dollar fifteen cents. In addition there will be substantial reductions in the rates between Europe and Japan and between Europe and the Straits Settlements, Labuan, and the French, Dutch, and Spanish possessions in the Far East.

The opportunity of securing this beneficial arrangement would have been lost if the delay

attending a reference to the various representatives of commerce in this country and the Far East had been allowed to occur. It was necessary for Her Majesty's Government to arrive at a decision without loss of time; and, as ever since 1890 they had been kept well informed of the views of the mercantile community on the whole question, there would have been no advantage in inviting a fresh expression of opinion.

It will thus be seen that, apart from collateral advantages, Her Majesty's Government, by promptly acting in defence of the interests of the commercial community, secured the ratification in the new Convention of provisions binding the Companies to a reduction in the charge from this country to China of one shilling and sixpence a word, while preventing a large increase of the amount to be collected in local currency in China.

On the question of a cable across the Pacific, it would be premature for Her Majesty's Government to express an opinion while the matter is being investigated by the Committee representing the United Kingdom, Canada, and Australia, which is now sitting.

With regard to the reduced rate charged for telegrams in China, a matter to which the Shanghai Chamber of Commerce has referred in correspondence with Her Majesty's Minister at Peking, I am to observe that the arrangement has not been brought about by the new Convention. It has, the Postmaster-General is informed, been in force for many years; it is a purely local affair; it is one to which China attached much importance; and it does not appear that Her Majesty's Government would be justified in making representations to the Chinese Government on the subject.

I am, Sir,  
Your most obedient, humble servant,  
FRANCIS MOWATT,  
The Secretary to the Hongkong General Chamber of Commerce.

## THE CHAMBER'S REPLY.

1st March, 1897.  
Sir,—I beg leave to acknowledge receipt of your letter of the 14th December last in reply to a letter addressed by this Chamber to the Most Noble the Marquis of Salisbury, Her Majesty's Principal Secretary of State for Foreign Affairs, and am indebted to his Lordship for the careful consideration given to the question of the increase of their rates by the Joint Telegraph Companies after the conclusion of the Telegraph Convention at Peking in July last.

I have the honour to be, Sir,  
Your most obedient humble servant,  
R. CHATTERTON WILCOX,  
Secretary.

To Francis Mowatt, Esq., Foreign Office.

## CURE FOR THE PLAGUE.

DR. YERSIN INTERVIEWED.

In the Singapore Free Press of 23rd ultimo we find a very interesting report of an interview accorded by Dr. Yersin to a representative of that journal. After giving a brief description of the appearance of the distinguished scientist, the Singapore Journal proceeds with the report of the interview as follows:—

In manner he betrays a slight tendency to nervousness at first, but that quickly yields to an amiable readiness to impart to his hearer some ideas of his views on the matter of the plague, and the efforts he has been making to get at the means of dealing with it, on Pasteur's principles, of providing a remedy which shall be equally of use in combating the disease where it is actually present, and in furnishing prophylactic against its insidious attacks. As, for the most part, his investigations have been conducted quietly and not *coram populo*, the attitude of many medical or scientific authorities towards his work is yet rather that of expectant observation than of convinced acceptance. But the frank way in which Dr. Yersin speaks of his experimental treatment of opium smokers, even advanced, plague cases certainly attests the sincerity of the speaker and his faith in the curative or protective powers of his anti-plague serum.

Dr. Yersin, who is a passenger by the homeward-bound French mail steamer *Natal*, goes to Bombay at the request of the British Government, preceding via Colombo, Taitalia, and Madras. Being furnished with a small supply of his curative serum, he will not at present go in for any general treatment of natives, but will confine his attentions, for the most part, to European patients, whose cases will be carefully watched and recorded. He takes with him 700 flasks of prepared anti-plague serum, and he informs us that he expects to give one person to cure him, from three to five of "black" bottles, the serum being injected hypodermically by a special syringe of Dr. Yersin's own invention. The injections are made in the flanks of the abdomen in a manner entirely similar to that which is pursued at the Pasteur Institute for hydrophobia, save that the doses are much larger, hence the necessity of a special syringe. As to the efficacy of his treatment, Dr. Yersin tells us that in one or two cases in China, where the victims were almost moribund, being in the last stages of the disease, he gave them the result of the application of his injections was ultimately recovery. Of course, the best time is on the first day of the plague, but the injections can be performed at any time up to the third, fifth or seventh day, and even in rare cases up to the eighth day, as the duration of the disease is a long one. As a prophylactic an injection of 10 cubic centimetres of the prepared serum is sufficient to protect any person for one month.

Dr. Yersin's laboratory is situated at Nhat-Trang, a quiet place in the district of Annam, far removed from all cities and thickly populated districts. The site was chosen for two reasons, first, because it avoided all chance of blame for infecting large cities should the plague happen to break out there, and secondly, because horses can easily and cheaply be obtained in the locality. The serum is obtained from the blood of horses, the animals being treated by injection until they are immune from plague. The laboratory is now in charge of two skilled veterinary assistants, who will on preparing the serum in Dr. Yersin's absence, and will furnish him with a further consignment of 700 bottles in about a month's time, the process of preparation being a long, tedious and difficult business. In appearance the serum is of a pale, bluish, yellow colour, and after being thoroughly sterilized is put into hermetically sealed bottles to avoid any chance of alteration or decomposition.

Being interrogated as to the manner in which Bombay was infected, Dr. Yersin expressed his opinion that it was through the rats, the portion of Bombay which was first affected being near where the granaries are situated, the rats eating the infected grain or the dead rats found in the grain spreading the infection throughout the city. He stated that he was firmly convinced that the infection of Bombay had proceeded from Hongkong by means of rats on board cargo vessels, and advanced that as one reason, and as a second reason, why ships from infected Asia should not be allowed to touch Europe at all. And in view of so weighty an opinion, the immensity of Singapore, which is a matter for congratulation, may probably be traced to the fact that so large a proportion of the coasting steamers load and discharge in the roads. Returning to Bombay, Dr. Yersin pointed out how the plague was most virulent among the poorer classes of the city, and especially those

connected with shipping. He also remarked that in Hongkong it was only during the second appearance of the plague that Europeans were so much attacked, the plague apparently becoming more virulent the second year. So far as can be seen the infection is not air-borne, but the germ, he thinks, probably moves in the soil, being a very slow-moving one. One peculiarity of the plague was this, that sometimes a city might be free from the plague for years, whereas surrounding cities and villages were taken in regular succession, the germ apparently travelling in a circular fashion and slowly but surely closing in on the happy place. As to its period of incubation, this was still indefinite, but it must be at least 15 days, judging from the cases which came from Hongkong to Singapore. In the case of mice, which are infected with a proportionately large quantity of microbes, the incubation period was about 40 hours, and in eight hours after that they would all be dead. Very often until about an hour before their death they would jump about as lively as ever, when they would begin to droop and show signs of sickness and go about with tears in their eyes, and then lie down and die. Nothing certain could be inferred from this, however, as regards human beings. Dr. Yersin expects to be away a short time only, and will probably return in a little over a month's time.

## INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the undernoted subscriptions:—

Already acknowledged	\$46,180 56
Major-General Wilson Black,	
C.B.	150
Mrs. McNair	50
C. M. Myers	25
J. C. Eversly	25
T. J. Rose	25
G. A. Caldwell	25
R. Mitchell	25
W. Wilson	25
A. G. Allen	25
Capt. Loveband	20
H. Smith	10
K. J. Moir	10
C. W. Bismarck	10
R. V. Reiter	5
R. Greaves	5
W. McPhail	5
T. C. Houghings	5
W. Stewart	5
J. Gitchin	5
C. R. Clispe	5
G. White	5
H. Brost	5
A. Harvie	5
H. E. Holle	5
W. Mason	5
L. Kerr	5
J. M. Henderson	2 50
W. Nicholls	2 50
D. G. G. G.	2 50
G. Wilson	2 50
I. R. Crall	2 50
D. Duncan	2 50
O. N. Cowan	2
	\$46,697 56

After the above had been set up in type we received from the Hon. Treasurer another list of contributors, showing that the total amount subscribed to date amounts to \$46,885 56.

## SUBSCRIPTION LIST.

Subscription List will be found in the various Banks, stores, and Clubs in the Colony.

## THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

The following is the report of the Board of Directors for presentation to the shareholders at the thirteenth ordinary general meeting to be held at the office of the General Managers on the 15th instant at noon:—

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1896.

The net profit, including the balance brought forward from last year, amounts to \$71,353 03, which is proposed to be distributed as follows:—

To pay a dividend of 20 per cent \$50,000 00.  
To carry forward to next year's account 21,353 03.

In accordance with the intention expressed in the report presented last year, extraordinary meetings were held on the 21st March and 6th April last and the capital raised to \$250,000, by transferring \$100,000 from the reserve.

By the passing of Act XVII as amended last year, no permission is given the General Managers to write off anything for 1896 for depreciation, or to set aside anything to reserve. This accounts for the large sum that must be carried forward.

Consulting Committee.—In accordance with the Articles of Association, Messrs. Gillies, Lewis, Ezekiel and Tomes retire, but offer themselves for re-election. Mr. C. A. Tomes was appointed when Mr. Stewson took his leave.

By the passing of Act XVII as amended last year, no permission is given the General Managers to write off anything for 1896 for depreciation, or to set aside anything to reserve. This accounts for the large sum that must be carried forward.

SEWMAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd March, 1897.

## STORM WARNINGS.

The following notification with reference to storm warnings is published in the *Gazette*:—

Storm signals are hoisted on the mast beside the time ball at Kowloon Police Station, and are similar to those hoisted in the British Isles by order of the Meteorological Office, London.

NORTHERLY GALE.

A cone point upwards means that strong winds are probable from the northward or eastward.

SOUTHERLY GALE.

A cone point downwards means that strong winds are probable from the southward or westward.

The signals are considered justified if followed, at any place within 50 miles, where they are hoisted, by winds of force 6 or upwards to force 12 within 48 hours, and too late if it blows a gale of force 6 before they are hoisted.

VERY HEAVY GALE.

A drum may be hoisted with the cone at times when the weather-forecaster believes that a strong gale, which may possibly reach typhoon force from the direction indicated by the cone, is approaching, and a gun, placed at the foot of the mast, is fired whenever the drum is hoisted.

The use of the drum is at present suspended in the British Isles, and no gun is fired there. It is considered justified if followed, at any place within 50 miles of where it is hoisted, by a gale of force 8 and upwards to force 12 within 48 hours; and too late if it blows a gale of force 9 before it is hoisted.

SIGHT SIGNALS.

At dusk whenever a signal ought to be flying, if it were daylight, a night signal will be hoisted in place of the cone, consisting of three lanterns showing white, yellow, and red, but all alike hung on a triangular frame, point upwards or downwards as the case may be. No lanterns are hoisted to represent the drum.

In every case, when it is thought that immediate danger is over the signal is at once lowered.

## NOT AND A.

## CALENDAR.

MARCH.  
Meteorological means based on ten years' observations 1885.

Barometer ..... 30.059  
Thermometer ..... 61.0  
Humidity ..... 85.  
Rainfall ..... 4.08 inches.

TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.

Barometer ..... 30.11 30.01  
Thermometer ..... 58 63  
Humidity ..... 83 75  
Rainfall ..... ..

Wednesday, 3rd March, 1897.  
Note.—Aah Wednesday, the first day of Lent, is so called from the Catholic ceremony of strewing ashes on the head as a sign of penitence.

Chinese.—1st of 2nd moon of 23rd year of Kwong-ii. First day of the Supreme Judge in the Court of Hades.

Teel-h.—20th Adar, 5657.  
Mohammedan.—28th Ramadan, 1314.

Sun.—Rites ..... 6hr. 25min.  
Set ..... 6hr. 3min.  
Moon.—New Moon ..... 6hr. 55min. p.m.

High water—Morning ..... 10hr. 31min.  
Afternoon ..... 11hr. 25min.  
Low water—Morning ..... 6hr. 30min.

Afternoon ..... 4hr. 56min.  
ANNIVERSARIES.  
1841—Liptak (Howqua's Folly) captured by the British.

1877—Great Fire at Fochow.  
1890—Japanese steamer *Yichiu Maru* lost on the Ratler Rocks, near Hakodadi, Japan.

1893—Borneo Lodge of Freemasons consecrated at Sandakan.  
1895—New Club House of the Hongkong Golf Club opened by Com. Boyer, R.N.

TO-MORROW.  
Thursday, 4th March, 1897.  
Chinese.—2nd of 2nd moon of 23rd year of Kwong-ii. Spring worship of the gods of the land and grain.

Teel-h.—30th Adar, 5657.  
Mohammedan.—27th Ramadan, 1314. (Last day of the Fast month.)

Sun.—Rites ..... 6hr. 21min.  
Set ..... 6hr. 3min.  
Moon.—In Equator ..... 6hr. 9 min.

High water—Morning ..... 10hr. 15min.  
Afternoon ..... 10hr. 5min.  
Low water—Morning ..... 5hr. 57min.

Afternoon ..... 4hr. 53min.  
ANNIVERSARIES.  
a.c. 391—Mencius born.

1893—Emperor Saladin died.  
1850—Chin Apou's piratical fleet of 13 junks destroyed in Min Bay by H.M.S. *Medea*.

1875—Wreck of the British barque *Frieda* of the *Thames* near Nagasaki.  
1876—Collision between the steamers *Ocean* and *Fusing* and loss of the latter with many lives.

1889—Emperor Kwong-ii assumed the government of China.

## MEMORANDA.

TO-DAY.—3rd March.  
9 p.m.—Willson's Circus at back of City Hall.

TO-MORROW.—4th March.  
American mail due.

FRIDAY.—5th March.  
5.15 p.m.—Meeting of the Odd Volumes Society at the Chamber of Commerce Room, City Hall.

7.30 p.m.—Banquet to H.E. Wo Ting Fang.  
TACOMA and Indian mails due.

Victoria English School Athletic Sports at the Happy Valley.  
2.30 p.m.—Auction of drapery, etc., at Mr. G. P. Lammer's sale-rooms, Duddell Street.

9 p.m.—Performance of "Les Cloches de Corneville" by the A. D. C. at the Theatre Royal, City Hall.

SUNDAY.—7th March.  
English mail due.  
9 a.m.—Hansom will proceed to Macao on an excursion trip, weather permitting.

## SHIPPING AND MAIL NEWS.

MAILS DUE:  
American (*Galle*) to-morrow.

India (*Sutong*) 6th inst.

Tacoma (*Victoria*) 6th inst.



## Intimations.

It is  
**WASTE OF TIME**  
for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

**PEACH-BLOSSOM SOAP**  
AND  
**CHAMPAGNE BITTERS,**  
are number ONE.

Proprietors,  
Hongkong, 13th February, 1897.

**WATKINS & CO.,**  
[13]

**THE CLUB HOTEL, 5, BUND, YOKOHAMA.**  
**HOTEL METROPOLE, 1, TSUKIJI, TOKYO.**

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of missing either in TOKYO or YOKOHAMA, without extra charge—THIS ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

**E. V. SIOEN, Manager,**  
YOKOHAMA.

**L. DEWETTE, Manager,**  
TOKYO.

**SETTING UP OF DISTILLERIES**  
Rice — Corn — Sugar-cane, etc.  
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS  
SETTING UP OF  
Liquors Factories — Preserves Factories  
Laboratories of Druggists — Essences Factories  
**STEAM KITCHENS**  
ECROT & GRANCE, rue Mathis, PARIS  
Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

## THE WORLD RENOWNED

**FRENCH CORSETS**  
**C. P. A LA SIRENE**

Established 1839, PARIS.

Beware of Spurious Imitations  
Only genuine if Labelled and Stamped  
**C. P. à la Sirene.**

APPLY TO

**M. OPPENHEIMER & Co., PARIS.**

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning, note. You cannot afford to grow thin.—Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anemia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong

## Shipping.

## STEAMERS.

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR CHINKIANG (DIRECT).  
THE Company's Steamship  
"TAMSUI,"  
Captain Vaughan, will be despatched as above TO-MORROW, the 4th March, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th February, 1897. [175]

FOR KOBE (DIRECT).  
THE Steamship  
"TOYO MARU,"  
Captain Hayashi, will be despatched for the above Port on FRIDAY, the 5th March, at Noon.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 27th February, 1897. [136]

**NAVIGAZIONE GENERALE ITALIANA.**  
(FLORIO & RUBATTINO UNITED COMPANIES).  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.  
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.  
ALSO  
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"LETIMBRO,"  
Captain Belsito, will be despatched as above on FRIDAY, the 5th March, at Noon.  
At Bombay the Steamers are discharging in Victoria Dock.  
For Further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 1st March, 1897. [138]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SHANGHAI.  
THE Company's Steamship  
"WUHU,"  
Captain Benson, will be despatched as above on FRIDAY, the 5th March, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th February, 1897. [176]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON,  
via STRAITS AND USUAL PORTS OF CALL.  
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)  
THE Company's Steamship  
"NINGCHOW,"  
H. Willis Jones, Commander, will be despatched as above on FRIDAY, the 5th March, at 5 P.M., instead of as previously advertised.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 1st March, 1897. [174]

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Steamship  
"CATHERINE APCAR,"  
Captain J. G. Offert, will be despatched for the above Ports on SATURDAY, the 6th March, at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 27th February, 1897. [177]

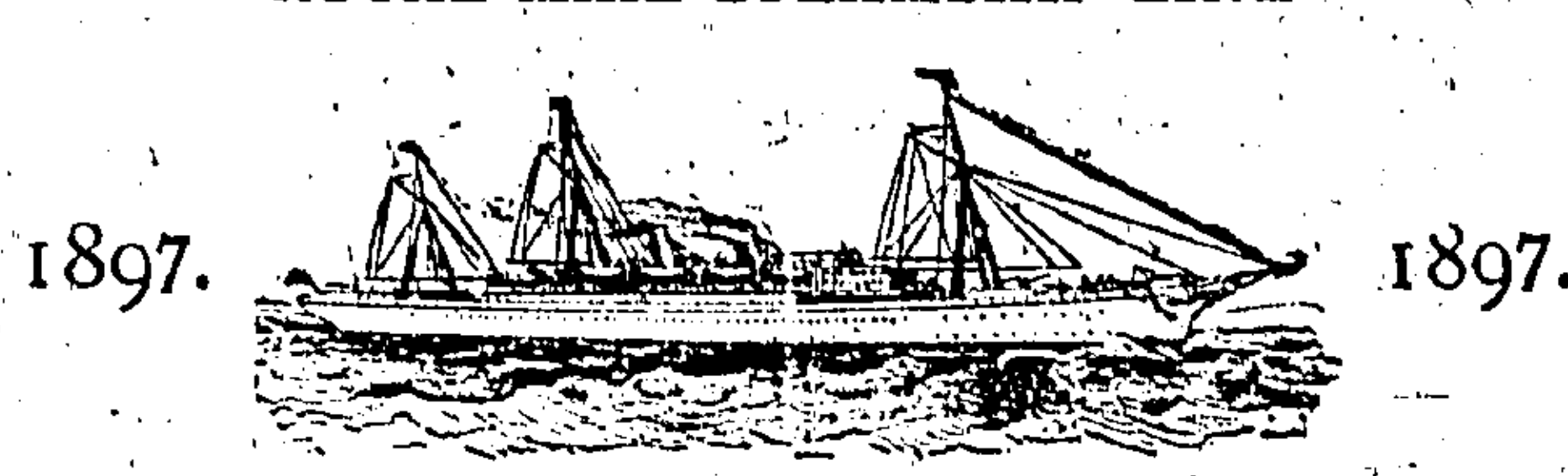
**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR TIENTSIN (DIRECT).  
THE Company's Steamship  
"NANCHANG,"  
Captain Finlayson, will be despatched as above on SATURDAY, the 6th March, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 27th February, 1897. [135]

**NIPPON YUSEN KAISHA.**  
TRANS-PACIFIC LINE.  
MONTHLY SERVICE.  
FOR SEATTLE, WASHINGTON,  
via MOJI, KOBE, YOKOHAMA AND HONOLULU.  
(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA AND EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)  
THE Company's Steamship  
"TENSIN MARU,"  
Captain C. A. Andersen, will be despatched as above on MONDAY, the 8th March, at 4 P.M.  
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamers to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA, Agents.  
Hongkong, 26th February, 1897. [136]

**CHINA NAVIGATION COMPANY, LIMITED.**  
FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship  
"SHANTUNG,"  
Captain Trampson, will be despatched as above on MONDAY, the 8th March, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 26th February, 1897. [135]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 17th March.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 7th April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Piddar's Street. [3]

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS AND STEAMERS CONNECTING ATLANTIC AND PACIFIC OCEANS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th March, at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 1st April, at Noon.  
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 22nd April, at Noon.

THE Company's Steamship  
"GALLIC,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 13th March, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until 7 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 24th February, 1897. [13]

**F. BLACKHEAD & CO.**  
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Also Agents for  
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 16th May, 1897. [139]

## Mails.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
Tacoma ..... 12,540 Tuesday ... 1st Mar. 9.  
Victoria ..... 1,167 Tuesday ... 1st Mar. 23.  
Olympia ..... 1,668 Tuesday ... 1st April.  
Bramar ..... 1,361 Tuesday ... 1st May 4.

THE Steamship  
"TACOMA,"  
Captain T. A. Walster, R.N.R., sailing at Noon, on TUESDAY, the 9th March, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.  
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL, CARLILL & Co., General Agents.  
Hongkong, 1st March, 1897. [14]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)  
THE Steamship  
"ROHILLA,"  
Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 11th March, at Noon, taking Passengers and Cargo for the above Ports. This Steamer also connects at Bombay with the S.S. *Java* leaving that Port on the 3rd April for London.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 25th February, 1897. [15]

**NORDDEUTSCHER LLOYD.**

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
Sachsen ..... Tuesday ... 30th March.  
Bayern ..... Tuesday ... 27th April.  
Prinz Heinrich ..... Tuesday ... 7th May.

ON TUESDAY, the 30th day of March, 1897, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. S. Pomer, with MAILS, PASSENGERS, SPECIES and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 27th March. Cargo and Species will be received on board until 5 P.M. on Monday the 29th March, and Parcels will be received at the Agency's Office until Noon on Monday, the 29th March. Contents of Packages are required. No Parcel Receipt will be signed for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 2nd March, 1897. [139]

Printed and Published by CHESNEY DUNCAN at No. 6, Piddar's Hill, in the City of Victoria, Hongkong.